TRAFFIC ENGINEERING

A Digest of Current Literature
on Street and Highway Traffic
and
News of the Institute of Traffic Engineers

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VOL. VIII FEBRUARY 1938 NO. 10

181 - ACCIDENTS - General

"Roads, Accidents and Engineers" - R.W. Crum, Director, Highway Research Board, National Research Council (Annual Michigan Highway Conference, Ann Arbor, Michigan - February 15-17, 1938)

Accident records of nearly 30,000 vehicle drivers in the State of Connecticut reveal that the accident prone driver constitutes a very small minority. About 80% of the drivers are accident free. The group of drivers between the accident prone and accident free become involved in a very large majority of the accidents. This indicates the necessity of applying effective measures of correction intensively and continuously not only to the accident prone but to the middle group.

Case histories of fatal accidents reveal that innumerable combinations of conditions and circumstances relating to vehicle, road, driver, passenger, and bystander, lead to traffic mishaps. Rarely can a single cause be assigned.

Elimination of the accident prone driver, training new drivers, and arousing all drivers to a less individualistic attitude are important approaches to the solution of the highway accident problem. The reasonably careful driver must be given protection against chance mishaps in order to appreciably reduce the accident rate. He is entitled to protection from hazardous conditions over which he has no control.

If the driver is to do his part toward making highway travel safer, he is certainly entitled to an adequate system of signs and signals and to have them uniform in design and placed in accordance with uniform practice throughout the nation. State lines have no significance to the traveling public.

Roads must be built so that the hazards conducive to chance mishaps will be at the practicable minimum. In the construction of new roads it is not difficult to build into the road all the known safety features applicable to its type or class, justifiable on economic grounds. What to do

about the old roads is more of a problem. Many of these roads were built only a few years ago when present day speeds were unforeseen. With pressure so great for the completion and extension of the road systems these older roads very likely will get little attention for a long time. The situation can be improved materially if highway authorities will go over these roads and the accident records, to locate the danger spots, and then to do something about them.

Two out of five traffic accident deaths occur to pedestrians. The acts of pedestrians are a menace to drivers as well as to themselves. The very small number of vehicle operators who, as pedestrians, become involved in highway mishaps indicates the necessity of impressing upon the non-driving public the difficulty of handling motor cars.

182-ACCIDENTS - General

"Fatality Hazard Much Greater for Young Drivers" (American Automobile Association, January 10, 1938)

Young people drive only one-fifth as far per fatal accident as do drivers of age 45-50. This is due partly to lack of caution and partly to lack of experience. The greatest safety is generally attained 30 years after a person is permitted to drive. The curve presented starts at 2 million miles per fatality for young drivers, peaks at 22 million miles for age 45-50, and falls to 12 million miles at age 65.

The most promising approach to the problem of improving safety of young drivers is through education and training in High School, in which the A.A.A. has had a useful part. Seven hundred high school teachers have had specialized training. Five thousand high schools are using the Sportsmanlike Driving texts of the A.A.A., of which 270,000 have been distributed.

183 - ACCIDENTS - General

"More Road Accidents" - Sidney J. Williams (Engineering News-Record, January 13, 1938, page 86)

Motor-vehicle accident deaths on American streets and highways met a new high in 1937, probably close to 40,000. In addition, about 1,250,000 personal injury accidents were charged to 1937, as were four or five million property damage accidents. And yet, one could drive 10,000 miles in 1937 with less likelihood of accidents than in any previous year.

First, the percentage increase in deaths and injuries in 1937 over 1936 was less than the percentage increase in gasoline consumption and mileage traveled. Second, despite the increase in travel more than one third of the states and many large and small cities showed an actual reduction in deaths during 1937. Third, most of the 1937 increase took place in the first three months, due largely to a more open winter and more travel under hazardous winter conditions. The last five months, June to October inclusive, showed a 2 per cent increase in deaths against a 10 per cent travel increase.

184 - ADMINISTRATION AND ENFORCEMENT - General

"Work of the Recorder's Court Clinic in Detroit" by Lowell S. Selling, M.D., Ph.D., Director, Psychopathic Clinic, Recorder's Court, Detroit, Michigan (Annual Michigan Highway Conference, February 15-17, 1938)

Psychiatry is considered by most people as tactical strategy employed by either the prosecutor or defendant or both in a sensational trial following a crime of violence. This branch of medical science which has to do with mental diseases, was first applied to the traffic offender in 1928 at a suggestion by one of the Judges of the Police and Recorder's Court, City of Detroit. The reorganization of this combined court in 1920 had resulted in the creation of a Psychopathic Clinic.

This Clinic in 1928 made a survey of traffic offenders with the amazing discovery that of the first hundred successive traffic violators over half were feeble-minded. Between 1928 and 1936 the Clinic became interested in the cases of only a few traffic violators a year. In 1936, however, the traffic problem became so acute that a Traffic Division was established within the Clinic.

At the inception of the Traffic Division of the Clinic it was believed that the measurement of reaction time, depth perception, breadth of vision, and other psychological traits would be sufficient information for the Judge to determine who among traffic violators should drive cars. These were discovered to be minor traits, however, and not sufficient grounds to rule a driver off the highway. A driver with one-third normal vision or one with one-third slow reaction time can still be considered safe if each knows his weaknesses and has the proper attitude with respect to the rights of other drivers and the ability to apply theoretical learning to practical situations.

The Clinic in reviewing about five hundred cases has located a great deal of mental and physical disease. The majority of drivers are physically safe but not one out of a hundred has learned how to drive a car with competence, tactfulness, and care with regard to the other fellow.

The Clinic can not only show that traffic violations are due to certain mental traits that are correctable but can suggest to the Court Referee the proper treatment. In addition the Clinic will actually treat the offenders in an effort to make them law-abiding citizens.

185 - ADMINISTRATION AND ENFORCEMENT - Examination of Drivers

"New Approach to Driver Test Sought" by R.B. Stoekel, Research Professor, Transportation, Yale (New York Times February 27, 1938 Page 6XX)

Progress in accident reduction has not been satisfactory. Special attention must be given to the 15% of applicants for drivers permits who cause most of the accidents. Eighty five per cent of the applicants could be accepted or rejected on character from findings in high School. It is expected that research will show that relatively few accidents are caused by the more intelligent strata of society.

186 - CONTROL DEVICES AND METHODS - Planning

"Traffic Revision Planned in Newark" (Transit Journal News, February 5, 1938, page 46)

Sweeping revision of Broad Street bus routes and traffic regulations have been recommended by the traffic committee of the Broad Street Association. The committee recommended:

That cruising taxicabs be prohibited from parking at bus loading stations.

That all traffic be stopped at the nearest intersection when the "few" traffic lights now on Broad Street turn red, whether or not there is a red light at the particular intersection.

That traffic towers and all other obstructions to a three lane system be removed and that the public be educated to leave a free middle lane so traffic would not be blocked.

That parking meters be installed without further delay.

That bus operations be excluded on Broad Street between 4:30 and 6:00 P.M., that skip-stop operation be put in effect at other periods of the day, and that each bus driver on reaching a given quota of passengers shall take the middle lane and go through with his load.

The last recommendation will require approval of the bus operators as well as municipal consent after which the proposals will be taken before the Board of Public Utilities Commissioners.

The committee considers the whole traffic system to be undergoing a major change and that export opinion will probably have to be called in at a later date.

187 - CONTROL DEVICES - Traffic Signals

"Traffic Signals - What They Are and What They Do" by C.C. Wiley, Professor of Highway Engineering, University of Illinois. Member I.T.E. (Circular No. 30, Engineering Experiment Station, University of Ill.)

The general public appears to believe that traffic signals are a cure for all traffic ills. Such is not the case, and signals, particularly the fixed time cycle type often have many disadvantages such as increased stops, undue delay, greater vehicle operation costs, increase in certain types of accidents, etc. The fact that traffic volumes exceed the minimum warranting traffic signals does not necessarily mean they are justified. Examples are given of misapplication of time-cycle signals although two minimum warrants were satisfied. Illinois was commended for requiring near-right and far-left corner installation. Study of necessity for traffic signal goes far deeper than casual inspection and superficial traffic counts. Apply the rule: "When in doubt, leave it out".

188 - PARKING - General

"Why Build Pavements for Parking" by Leslie J. Sorenson, Traffic Engineer, City of Chicago. President, Institute of Traffic Engineers. (Annual Michigan Highway Conference, February 16, 1938)

The automobile has wrought a marked and important change in our transportation system. Mass movement of persons by common carrier has given way in varying but substantial degrees to mass movement by individual carrier. The attempt to provide adequate street and highway facilities to keep pace with the phenominal growth of car units has taxed to the limit the instruments for new construction and maintenance.

In mass transportation methods the terminal facilities are the first consideration but in this transition to the automobile they have received little thought and now we are confronted by a most difficult problem - the parking situation - with many opposite viewpoints in the solution. Parking is an absolute necessity and an integral part of individual carrier transportation in order to consummate objectives at the intended destinations.

Each year brings greater demands for street facilities and each year brings proportionately equal demands for parking space. As moving traffic demands increasing amounts of available roadway surfaces it becomes obvious that curb parking cannot be tolerated. Curb parking provides a convenience of access to abutting property but in the case of the highly concentrated use of ground area the number of persons so benefited is of an extremely small magnitude. The moment the demands of moving traffic exceeds the supply of street space, then the parked vehicle impairs access to the abutting property. The value of street space to adjoining property through temporary storage of the means of conveyance to that property must be measured against the value of the space for the movement of more transportation units that service that and other properties.

So far the governmental agencies that have provided the streets and roadways primarily for the movement of traffic have evinced little interest in the terminal problem other than attempting to regulate curb parking. Limited restriction of parking is difficult of enforcement. Supplying temporary terminal storage has been left to private initiative, which under the handicap of economic returns on investments has been forced to levy an excessive charge on the motorist.

The individual who has acquired the habit of regular use of his automobile will demand governmental action to retain his right to terminal storage. It seems unlikely in view of the revenue from automobile registrations and taxes on extended usage that governmental agencies will discourage

the use of automobiles. When it becomes economically unsound to sacrifice roadway space to provide parking it will be the responsibility of local governments to provide terminal facilities on private property condemned for public use.

189 - PARKING - Parking Meters

"Is Metered Parking a Benefit to General Traffic Conditions?" by Paul S. Robinette, Traffic Eng'r. Toledo, O. (Annual Michigan Highway Conference, February 15-17, 1938)

A full year of use of parking meters in Toledo, Ohio, has given sufficient experience to analyze the "before and after" effect of this device. One thousand meters were installed in the congested area where there were formerly sixteen hundred car spaces.

Before the meters were installed the turnover per car space was about four per day. The meters increased this turnover to a minimum of seven per day and often it reached as high as fifteen. Nearly 4,000,000 cars were accomodated during the year instead of 1,400,000 previously reported.

The meters provide an unrestricted twenty feet of curb space per vehicle instead of the former average of seventeen feet which absorbed every available inch of curb space and made ingress and egress from the parking space a difficult feat. The unoccupied overlap in the adjoining stalls makes it easy to maneuver into and out of the stalls with a minimum of delay to moving traffic. This fact coupled with the elimination of parking at or close to intersections has accelerated the flow of traffic through the district.

No parking is permitted in the area except where meters are installed. This has enforced the restrictions on commercial zones. Commercial vehicles are granted free use of unoccupied stalls until 9:30 A.M. This has induced commercial vehicles to make deliveries and be gone before the private auto demands the space.

The officer group for parking enforcement has been reduced from eleven men to four men on three-wheeled motorcycles, who do a much more efficient job than the eleven formerly did.

While the effect on traffic within the area where meters are installed is generally considered to be beneficial, the strict enforcement made possible by the meters has forced the long time parker to adjacent areas where enforcement is becoming increasingly difficult. Business in the adjacent area is also suffering from this influx of long parking.

In parking lot and garage there has been a change from the predominance of short term parking to long term parking, necessitating a change of rates to a higher level.

Small vendors whose deliveries are made in vehicles of noncommercial registration have been penalized.

In general, the public, motorist and merchants are well satisfied with parking meter operation.

190 - REGULATIONS AND LAWS - Parking

"Parking Ban Speeds Traffic" (Transit Journal News, February 5, 1938 page 42)

Announcement was made on February 3 of the results of a survey by the Traffic Division of the New York City Police Department covering the first month's operation on the ten express crosstown streets on which parking was banned on January 3. Substantial savings in time were shown in runs between Third and Ninth Avenues. They varied on different streets from three (3) minutes and nineteen (19) seconds to as much as eight (8)

minutes and thirty-five (35) seconds.

191 - REGULATIONS AND LAWS - Uniformity

"Motor Law Jumble Hit" by Reginald M. Cleveland (New York Times February 13, 1938, page 6XX)

Confusion of traffic conditions and of regulations causes a large portion of motor accidents. The Bureau of Public Roads has printed 5 volumes and is preparing a sixth, dealing with the following topics: non-uniformity of State Motor vehicle traffic laws; skilled investigation at the scene of accidents to develop causes; inadequacy of State Motor vehicle accident reporting; official inspection of vehicles, and case histories of highway accidents. The accident-prone driver will be dealt with the final volume.

Only one law is uniform: registration. Serious lack of uniformity exists on such matters as driver permits, policing of highways periodic inspection, speed limits, loading of trucks, rules of the road, signs and signals, and reporting of accidents. For instance, the left hand held horizontally may mean stop, left turn, or right turn, depending on which state one is in.

192 - SAFETY ACTIVITY - General

"Safety on Illinois Highways" by H.H. Harrison, Traffic Engineer, Illinois Division of Highways, Associate Member I.T.E. (Circular No. 30, Engineering Experiment Station, pages 56 to 64)

There are physical faults on our streets and highways which cannot be immediately corrected. Motor car manufacturers can help by improving headlights, adding signal devices controlled inside the vehicle, eliminating body colors of poor visibility, giving a complete course of instructions in safe operation to each purchaser of a car, and providing more careful inspection to vehicles before delivery to buyer. The most urgent need is more adequate training and control of drivers and pedestrians through education and enforcement. The Illinois Division of Highways is attempting to furnish education by means of publication of accident statistics, safety bulletins, safe driving-rule cards, cards carrying traffic safety rules for boys and girls, safety rules for bicyclists, and training school safety patrols. Other activities include adoption of safety codes for all employees first aid training for maintenance men, field engineers, and police officers, and also recognition of adequately equipped garages as officially approved vehicle inspection stations.

193 - SAFETY ACTIVITIES - General

"It was like this, Judge-" - Staff Article (Bus Transportation, January 1938, page 7)

When an accident occurs in which a Reading (Pa.) Street Railway bus is involved, it doesn't end with any legal action that might follow.. It ends only after the operator of the bus has demonstrated before a jury of 12 of his fellow employees how the accident happened. The meetings of the Reading Street Railway company safety council are held once a month at the garage. The jury is appointed by the company and the men. Cases are presented before the jury and a vote taken, the majority rule prevailing. The verdict does not affect the man's standing in the company or in any way challenge his job. If a man is to be discharged because of incompetence he is discharged before the case comes before the jury. This is done so that no member of the jury will feel that he is throwing another man out of work. The responsibility of firing a man falls upon the company. If an operator has no chargeable accidents against his record he attends a banquet and receives a safety award.

194 - SAFETY ACTIVITIES - Vehicle Inspection

"Traffic Safety Measures" (Transit Journal News, February 12, 1938 page 56)

The Senate completed on February 9 congressional action on a bill requiring the annual inspection of all motor vehicles in Washington, D.C. The measure now goes to the the White House for approval. A fee of $1.00 will be charged for the first inspection, and 50 cents each time thereafter.

195 - STREETS AND HIGHWAYS - Capacities

"Selecting Surfacings According to Traffic Load" by C. Gross Johann in Strasse-Road Abstracts (Public Works, January 1938, page 23)

The estimated maximum economic tonnage for types of road has been determined since the unification of German roads:

Sand bound macadam	400 tons daily
Penetration	1,350 " "
Asphaltic concrete	3,500 " "
Cement	6,000 " "

196 - STREETS AND HIGHWAYS - Super Highways

"Killing Four Evils with One Super Road) (Philadelphia Record, February 21, 1938)

Pennsylvania expects a $20,000,000 W.P.A. grant for labor to build the nation's first super highway (The South Penn) through the Alleghanies. Another $30,000,000 will be raised by the Pennsylvania Turnpike Commission for materials and equipment. The road, 162 miles of 4 lanes, will run from near Harrisburg to the Lincoln highway near Pittsburgh, and an extension to Philadelphia is contemplated.

In 1885 W.H. Vanderbilt spent ten million dollars to checkmate the Pennsylvania Railroad, but when 65% completed he dropped the venture on a compromise with J.P. Morgan. Nine existing tunnels make this the best all weather route through the icy Alleghenies. Instead of climbing a total of 13,800 feet, trucks will have to climb only 3,940 feet. The grade will not exceed 3% as against 12% on the Lincoln Highway. Four thousand vehicles would use the route daily. Eleven clover leaf intersections will provide access. Seven miles of the route are underground. One of the reasons for the road is the death of 11,546 Pennsylvanians by traffic in five years. Governor Earle thinks hundreds of lives can be saved by this road.

197 - STREETS AND HIGHWAYS - Super Highways

"Tomorrow's Roads" by J.H. Crider (New York Times, February 20, 1938 page XX)

President Roosevelt gives encouragement to the Bulkley Bill for 3 transcontinental and 7 North-South super-highways to cost 8 billion dollars. Bonds would be issued by a government corporation and tolls would liquidate the debt. Right of way would be 300 feet wide with 4 to 12 separate lanes with no grade crossings. Federal police would enforce uniform rules. Tolls would be 25 cents for passenger cars and 50 cents for trucks, plus 1½ mill per passenger mile or 4 mills a ton mile. Consideration is also being given to the scheme of profiting by "excess condemnation" of adjacent land which would increase in value.

198 - STREETS AND HIGHWAYS - Street Design

"Street Design" by E.K. McDonald, City Engineer, Decatur, Illinois (Circular No. 30, Engineering Experiment Station, University of Illinois, May 2, 1937, pages 114 to 121)

Due to right-of-way limitations and high expense of street widening, it is often desirable to distribute traffic over two or three streets. Alleys should be provided in business districts for loading and unloading. Sidewalk alignment and grade are very important in street design. Five feet is the most desirable width for residence sidewalk. Location of storm water inlets and design of grate or cover is important from pedestrian standpoint. For business districts, streets less than 52 feet wide are crowded. In strictly residential areas, 35-foot widths are adequate. Width of arterial streets should be at least 36 feet or greater, depending upon amount of moving traffic and amount of parking. Low road clearance on modern cars puts definite limitations upon grades of entrances to private drives.

199 - SUBJECTS RELATED TO TRAFFIC - Planning and Zoning

"Elements of Traffic Planning" by D. Grant Mickle, Asst. Director, Highway Planning Survey, Michigan State Highway Department, (Associate member I.T.E.), (Civil Engineering, January 1938, pages 5 to 9)

Need for planning is generally recognized too late and as a consequence today's planning is largely defensive. However there are examples where failure to follow an existing plan is responsible for failure of traffic facility. In 1805 Detroit was patterned after Washington, but today only remnants of this plan are identified in construction. Exploitation by land owners through lack of government control explains the present discordant system of Detroit streets.

Boston is an example of no plan. The streets follow legendary cow paths. Washington is a planned city and its streets provide a high degree of utility.

Economic losses due to traffic congestion in Detroit a city of one and a half million are estimated at $10,000,000 annually, not including the misery of 38,000 accidents and 372 killed. Such waste tends to de-centralize a city's population and business, with depreciated property and increase of transportation requirements.

The first step in traffic planning is to determine the rate of pupulation growth in past and anticipate it in future. Future needs are estimated and plans can be made to meet them. Next, determine the geographical distribution of the population. More than three quarters of the entire traffic consists of the movement of employees to and from work. The next item deals with the origin and destination of passenger automobiles. From this is visualized the flow problem. A pattern of traffic movement must be obtained which will probably show that traffic within the city originated there. Traffic volumes must be related to pavement widths as an aid in determinating and eliminating existing bottlenecks. A study of traffic volume at different hours of the day is next necessary. When the districts in which large accumulations of traffic occur have been located, the next step is to find out by field investigations further characteristics of traffic. A cordon of observers tabulate:

1. The number of each type of vehicle moving inbound or outbound.
2. Traffic movement by streets.
3. The accumulation of vehicles, by types in the area.
4. Street car and bus movements.
5. The composition of vehicular traffic at any time of day.
6. The movements of pedestrians.

Last, investigate parking practices, accidents, and safety. A study of parking is beneficial preparatory to passing legislation, as it determines to what extent laws can be enforced to eliminate curb parking in the interests of fluidity and safety.

News About the Traffic Engineering Profession

BUSINESS MEETING HELD IN CHICAGO FEBRUARY 9.

A special business meeting called by President Sorenson was held in Chicago at the offices of the President on February 9th todiscuss Institute problems and to officially pass upon the proposed change in the By-Laws. It was approved that Section 5, Article I, of the By-Laws should be amended by striking out "thirty (30)" from the second line of the said section and inserting in lieu thereof "thirty-five (35)". The amended section if approved by the membership will read

> Section 5. The membership of a Junior in the Institute shall cease when he becomes thirty-five (35) years of age unless he be previously transferred to the grade of Associate Member.

Official ballots have been sent to all Members and Associate Members to indicate their desire on the proposed amendment. These ballots must be returned to the office of the Secretary not later than April 9, 1938. If the proposed amendment meets with two-thirds approval of the ballots cast it will automatically become effective May 6, 1938.

INTERSTATE COMMERCE COMMISSION ISSUES MOTOR CARRIERS HOURS OF SERVICE REGULATIONS

We have been asked by the Bureau of Motor Carriers to carry an announcement of the issuance of Hours of Service Regulations applicable to motor carriers engaged in interstate commerce, effective July 1, 1938.

These regulations apply to all motor carriers engaged in interstate commerce, including carriers who are not required to obtain a certificate or permit from the Commission. It is such carriers that the Commission is particularly anxious to reach in this announcement. Carriers not required to obtain certificates or permits from the Commission are known as "exempt" carriers and the Commission has no record of their name and addresses.

Copies of the Regulations may be obtained from the Government Printing Office, Washington, D. C.

MICHIGAN HIGHWAY CONFERENCE A SUCCESS

A special Institute luncheon was held on February 16 in conjunction with the 24th Annual Michigan Highway Conference, University of Michigan, Ann Arbor. Arrangements were made by D. Grant Mickle. Among the Institute Members present were Joseph Wehmeyer, Professor Smith, Chas. Rex, Inspector McCaske, Harry Koch. Oscar Gunderson, L. Andriacchi, Professor Morrison, Arnold Vey, William Brandes, Kirk Reid and D. Grant Mickle.

Among the outside guests present were Murray D. Van Wagner, Commissioner, Michigan State Highway Department, also G. D. Kennedy, V. B. Steinbaugh and H. C. Coons, Deputy Commissioners of the same department. Several other guests were Fred C. Taylor, Director, Michigan Highway Planning Survey of Michigan, Captain Scavarda, Michigan State Police, and Roy Crum, Highway Research Board, Washington, D. C.

Members of the Institute which took part in the general Highway Conference program were D. Grant Mickle, Oscar Gunderson, Kirk Reid, William Brandes, Harry Koch and Arnold Vey. If possible, digest of papers presented by these Institute members will appear in the next issue of "Traffic Engineering".

We hope that the Institute can be as well represented at other conferences held throughout the United States from time to time.

THE INSTITUTE OF TRAFFIC ENGINEERS AND THE 9TH GREATER NEW YORK SAFETY CONVENTION

By this time all the Institute members should have received a copy of the program for the Ninth Greater New York Safety Convention which will be held at the Hotel Astor in New York City, April 19, 20 and 21. The Institute's cooperative session with the Greater New York Safety Council to be held in the afternoon of April 19th promises to be more interesting as time goes on. The speakers for this session are already hard at work preparing their papers. They promise to make it worth our while to attend. We can be assured of a lively and a most interesting afternoon under the capable guidance of Dr. McClintock who is acting as Chairman.

Several times we have called your attention to the I. T. E. dinner to be held Tuesday evening following the afternoon cooperative session. Soon you will receive a special announcement of this I. T. E. dinner. I am sure that after looking it over you will agree it will be one of the best get-togethers ever sponsored by the Institute. The program and arrangements for the dinner is being handled by our energetic Vice President, Hawley Simpson. To assure a big turn out and a worthwhile evening of seriousness and fun he has gathered around him a hard working committee. The assignments and personnel of the committee are

Publicity	Graham Cole (also in charge of publicity for afternoon session)
Ticket Sale	Nathan Cherniack and Edward L. Cyr
Exhibits	Eugene Barton
Registration	Frank Jamin
Promotion	John Gibala and Harold Hammond
Entertainment	Paul Green and Guy Kelcey

Don't miss this dinner. It is worth your time and expense. Reservations have already been made by many members and friends as far away as one thousand miles. We expect an attendance well over three hundred. Why not send in your reservation now for a ticket. The price is $2.25.

8TH ANNUAL PROCEEDINGS BEING DISTRIBUTED

Mr. McConochie, Chairman of the Committee on Editing the Proceedings, informs us that the 8th Proceedings are now ready for distribution. We are sure you will be pleased with this publication. If you really like it why not send Bill McConochie a letter and tell him so. After all if you have never edited Proceedings you don't know the amount of work and number of headaches involved.

Mr. McConochie informs us there are still a few copies available. If you know of any engineer, library, official or interested individual that does not have a copy why not make yourself an ace salesman for an hour. The wider the distribution of these Proceedings the better known the Traffic Engineering profession will become.

McCRACKEN IN NEW YORK PLANNING CHICAGO ANNUAL MEETING

Last week Mr. Dwight McCracken, Vice Chairman of the Program Committee, journeyed from Boston to discuss and further plan the annual meetings of the Institute to be held in Chicago October 9 to 11 inclusive. He reported that the program was beginning to take form and subjects and speakers would be chosen soon. Recently he was in Chicago and consulted with President Sorenson and Program Chairman McConochie. We hope that everyone is planning to attend the Chicago annual meetings. Without question it will be the largest convention the Institute has ever had.

YOUR CONTRIBUTION TO THE INSTITUTE LIBRARY

Recently we have appealed to the members of the Institute to contribute to the Institute Library. The response has been poor. Only a few have submitted copies of reports, publications and papers. It seems a shame that the Institute cannot develop an outstanding traffic library, especially since most of the Institute members are daily engaged in traffic projects of one kind or another that eventually must be put in written form. The members should consider it one of their duties to the Institute and to the traffic engineering profession in general. Visitors coming to the Institute headquarters are keenly disappointed at the lack of up-to-date traffic information in our library. Won't you, as a member, do your share and make a contribution today.

I. T. E. MONTHLY DINNER MEETINGS IN NEW YORK STILL GOING STRONG

There were about 30 members and friends present at the monthly dinner meeting held at the New York Advertising Club. Bob Mitchell, Traffic Engineer of Philadelphia, was the guest speaker. He described the work and problems of traffic engineering in Philadelphia. Following Bob's talk and lively discussion the group were entertained by a sound motion picture produced by the Port of New York Authority titled "Conquest of the Hudson". This picture dramatized the planning, construction and operation of the new Hudson River tunnel. It presented a vivid and authentic picture of a great engineering achievement. Hawley Simpson and K. M. Hoover were in charge of the meeting.

The March meeting will be held the evening of the 24th at the Advertising Club. Arnold Vey and Edward Cyr are arranging the program.

William A. Stickel, County Engineer of Essex County, New Jersey, will be the first speaker of the March meeting. His subject will be "Traffic Problems of a Metropolitan County Engineer". Essex County is the largest and probably the most densely populated in New Jersey. He can speak, therefore, with authority on traffic problems and how they affect a secondary roadway system such as county highways. Mr. Stickel has some definite opinions as to the profession of Traffic Engineers. He is expected to discuss traffic engineers and their profession "without pulling punches".

The second speaker for the March meeting will be Walter W. Matthews, (Member) Director of the Philadelphia Safety Council. His subject will be "Safety Councils and Traffic Engineering". Walter, before his association with the Philadelphia Safety Council, was Director of Safety of the Motor Vehicle Department of Pennsylvania. He has had all the experience and background to enable him to adequately cover the foregoing subject.

These meetings are still being conducted on an informal and "free for all" basis. Any one wishing to attend may do so.

PERSONNEL OF INSTITUTE OF TRAFFIC ENGINNERS COMMITTEES

Several months ago we announced the formation of several new committees by President Sorenson. We have had a number of inquiries about the personnel of these committees so it was felt that it would be worthwhile to give them at this time. In the next issue we will give the personnel of other standing committees.

Public Relations Committee

Hawley S. Simpson, Chairman
J. W. A. Bollong
W. Graham Cole
H. H. Harrison
E. W. James
E. J. McIlraith
Miller McClintock
Sidney J. Williams

Ways & Means Committee

B. W. Marsh, Chairman
R. W. Eaton
M. N. Halsey
W. H. Klapproth
R. L. Morrison

Definition of term "Traffic Engineering"

A. H. Vey, Chairman
R. L. Morrison
E. J. Reeder
T. J. Seburn

The membership of the above committees include only those men which have accepted by letter.

MORRISON COMPLETES COLUMBUS, OHIO SURVEY

On January 12, 1938, Roger L. Morrison, Past President of the Institute and Professor of Highway Engineering and Highway Transport, University of Michigan, presented a 65 page report to the City Council of Columbus, Ohio, covering his recommendations for street traffic improvements in that city. The report by Mr. Morrison was the final phase of a citywide traffic survey which was conducted as a W.P.A. project during 1936 and 1937. The survey was under the direction of Mr. H. R. Edwards of the City Engineer's office. Advice and support was given by an Advisory Committee of thirty-four city officials and interested citizens. The original report on which Mr. Morrison based his recommendations covered an exhaustive study of traffic accidents, enforcement, vehicle volume, central business district characteristics, parking, obedience to traffic signals and stop sign,observance of hand signaling and turning regulations, school child pedestrian practices and the knowledge and opinions of drivers upon various traffic matters.

Mr. Morrison's report recommends the formation of a traffic commission to coordinate the traffic activities of the city departments and other organizations which have an interest or responsibility over traffic matters. He also recommended that the routine work of the proposed commission be handled by a traffic engineer employed by the Commission. The duties of this Traffic Engineer would include those at present performed by the City Traffic Engineer and the Director of the Traffic Survey. Mr. Morrison made a number of recommendations covering engineering, vehicle inspection, laws and regulations, enforcement and education.